



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



September 7, 2023

Proposal No. 608929-123406

ADDENDUM NO. 3

To Prospective Bidders and Others on:

WILMINGTON

**Federal Aid Project No. HIP(BR)-003S(669)X
Bridge Replacement, W-38-003, Butters Row over MBTA**

PROPOSAL TO BE OPENED AND READ: TUESDAY, SEPTEMBER 12, 2023 at 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

<u>RESPONSES TO BIDDERS' QUESTIONS:</u>	Three pages attached.
<u>DOCUMENT 00104:</u>	Revised Page 3.
<u>DOCUMENT A00801:</u>	Revised Pages 45, 61, 219, 247, 248 and 249.
<u>PLANS:</u>	Revised sheet No. 62 of 110.

Please take note of the above, substitute the revised pages and sheet for the originals, and acknowledge Addendum No. 3 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone, P.E.
Construction Contracts Engineer

MB
c: Eamon Kernan, Project Manager

THIS PAGE INTENTIONALLY LEFT BLANK

WILMINGTON
Federal Aid Project No. HIP(BR)-003S(669)X
Bridge Replacement, W-38-003, Butters Row over MBTA
(608929-123406)

Responses to Bidders' Questions

Addendum No. 3, September 7, 2023

MD&B, email dated Friday, September 1, 2023

Question 13) General Micropile Notes, Note 7 says no casing joints shall be located with 15 feet of the pile cap. Typical micropile drill rigs use 10 foot sections of threaded casing which could offer no casing joints 9 feet of the pile cap, anything longer would come at a premium cost for larger equipment. Please confirm that the 15 feet in Note 7 is required.

Response 13) See the revised plans, sheet 62 of 110. The 15-feet in Note 7 is required for the abutment micropiles only. Note 7 does not apply to the wingwall and retaining wall piles.

Question 14) Micropile Specification Item 945.1, page 185, Qualifications, requires a onsite – full time QC Inspector with NETTCP Concrete Technician certification. This is not common for Drilling Contractors to have on staff as much of this training does not apply to the micropile activities. Would a licensed Professional Engineer (PE) be an acceptable substitution, considering they demonstrate competency in all QC inspection and testing activities required for Micropile Installation?

Response 14) The requirements of the Special Provisions regarding Qualifications and inspection shall be met.

J.F. White Contracting, email dated Friday, September 1, 2023

Question 15) Section 114.1 Demolition of Superstructure of Bridge No. W-38-003 (2NV), bottom page No. A00801-61 states, *“For the elements listed above which are determined to be treated timber, the removal shall be included under this pay item; however, the disposal of those treated timber superstructure elements shall be paid under Item 184.1.”* The Basis of Payment section shown on Page 62 of the same specification states; *“The disposal of treated timber elements described under this special provision adhere to the requirements of the Special Provision for item No. 184.1, but will be paid for under Item 114.1.”* Please confirm how the disposal of timber superstructure is to be paid.

Response 15) See the revised Special Provisions, page A00801-61.

WILMINGTON
Federal Aid Project No. HIP(BR)-003S(669)X
Bridge Replacement, W-38-003, Butters Row over MBTA
(608929-123406)

Responses to Bidders' Questions

Addendum No. 3, September 7, 2023

Question 16) Sheet 15 of 48 sheets provides the micro-pile layout for the abutments and wingwalls. The drawing also indicates the permanent and temporary SOE relative to the micropile and footing layout. The drawing indicates that there are thirteen HP 12x84 piles at each abutment footing. Sheet 19 of 48 indicates sixteen piles at each abutment footing. Both drawings show the limit of SOE system to be 60' long. Please confirm the SOE limits and 12x84 pile spacing.

Response 16) The SOE shown on Sheet 15 of 48 is a graphical representation of the limits of temporary and permanent SOE relative to the proposed foundation layout. The SOE linework on Sheet 15 is not intended to convey the design for the permanent SOE system. The permanent SOE shall meet the design shown on Sheet 19 of 48 that provides the HP 12x84 layout, spacing and details for the pile and lagging system.

Question 17) Stage 1, Phase C, Task 11, states "Enabling work by the contractor – If relocation of AT&T is required, must give AT&T 9 months notice. Mark out prop bridge footings." If relocation of this utility is required, please confirm the estimated time AT&T needs to perform this work. No estimated duration is included on the PUC form for this scope of work, beyond 1 day of test pits.

Response 17) The location of the AT&T conduit within the MBTA ROW is shown from QL-B survey data. The proposed bridge work is not anticipated to impact this existing AT&T line, therefore, no work is anticipated to relocate this line and the PUC form doesn't include a duration for relocation. However, if the Contractor determines that the AT&T conduit will be impacted by the bridge work, AT&T requires 9 months of notice prior to relocation of this line. The 9 months includes the time required to acquire an access permit from MBTA and splice slack into the cable.

MAS Building & Bridge Inc., email dated Tuesday, September 5, 2023

Question 18) Sheet 15 of 48 of the Bridge Plans details 13 EA Perm SOE Piles per Abutment. Sheet 19 of 48 details 16 EA Perm. SOE Piles per Abutment. Please confirm Sheet 19 of 48 is accurate.

Response 18) See response given for Question No. 16.

Question 19) Please confirm that wing wall copings for both the bridge and retaining walls are to be 5000 $\frac{3}{4}$ 685 HP cement concrete. The special provisions call them out to be 4000 $\frac{3}{4}$ 585 HP concrete.

Response 19) See the revised Special Provisions, pages A00801- 219, 247 through 249. The copings for the top of bridge wingwalls and retaining walls shall be Item 904.4 4000 PSI, $\frac{3}{4}$ IN., 585 HP CEMENT CONCRETE as stated in the Special Provisions.

WILMINGTON
Federal Aid Project No. HIP(BR)-003S(669)X
Bridge Replacement, W-38-003, Butters Row over MBTA
(608929-123406)

Responses to Bidders' Questions

Addendum No. 3, September 7, 2023

McCourt Construction, email dated Tuesday, September 5, 2023

- Question 20) Concerning the MBTA Overhead Wire Relocation detail on Drawing Sheet 39, please address the following questions:
- a. What is the specification, size, material type, and or details for the Power Disconnect Switch?
 - b. What is the specification, size, material type, and or details for the Junction Box Case?
 - c. Does the junction box case require a footing or concrete mat? If yes, provide details of this footing or mat.
 - d. How many Power, Signal, Comm, and PTC cables are required to be furnish and installed inside of the conduits for the temporary and permanent conditions, as the drawings and Specification Section 804.777 only list the cable type, but do not list the quantities.

Response 20) The material types and installation requirements shall be done as per the Special Provisions, Item No. 804.777 and in coordination with MBTA/Keolis. The material and labor costs for these works will be reimbursed as per the Special Provisions, NON-BID ITEMS provisions as appropriate.

MAS Building & Bridge Inc., email dated Tuesday, September 5, 2023

- Question 21) Spec section 100.99 states monitoring DMPs every (2) days during the installation of the braced sheeting. Is this referring to the permanent SOE that is soldier pile & lagging? If so, this conflicts with the MBTA Directorate stating readings to be taken once during every 8-hour shift. Do daily or every other day readings need to be taken for any of the micropile installations, excavation/backfilling for abutment pile caps behind the permanent SOE? Do special provisions or MBTA Directorate take precedence? How far from the centerline of the tracks are readings to be taken for each of these construction tasks - drilled perm SOE piles, drilled micropiles, excavation, and backfilling?

Response 21) See the revised Special Provisions, page A00801- 45. The MBTA Directorate shall govern the monitoring requirements. Please refer also to the Special Provision language for Item No. 100.99 for the monitoring location requirements.

- Question 22) Sheet 14 of 48 of the bridge plans, note 7 under Construction states work to be done under non-revenue hours for constructing the abutment micropiles and pile caps. Do both of these tasks need to be done at night? If no hoisting is required to FRP the abutment pile caps, do they still need at be constructed at night?

Response 22) Any activities that involve hoisting adjacent to the tracks or require fouling of the tracks to perform the work, shall be performed during non-revenue hours.

THIS PAGE INTENTIONALLY LEFT BLANK

③ Addendum No. 3, September 7, 2023

② Addendum No. 2, September 6, 2023

NOTICE TO CONTRACTORS (Continued)

③②

PRICE ADJUSTMENTS

This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$625.00 per ton, Portland cement \$181.15 per ton, diesel fuel \$3.557 per gallon, and gasoline \$3.065 per gallon, and Steel Base Price Index 446.4 MassDOT posts the **Price Adjustments** on their Highway Division's website at

<https://www.mass.gov/massdot-contract-price-adjustments>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Gina Fiandaca, Secretary and CEO, MassDOT
Jonathan L. Gulliver, Administrator, MassDOT Highway Division
SATURDAY, JULY 29, 2023

③ Addendum No. 3, September 7, 2023

ITEM 100.99 **MBTA TRACK DEFORMATION MONITORING** **LUMP SUM**

The work under this item includes furnishing all supervision, labor, materials, equipment, layout and services required to install, maintain, and monitor deformation monitoring points (DMPs) as specified herein.

The purpose of the proposed monitoring is to protect the railroad tracks owned by Massachusetts Bay Transportation Authority (MBTA) during installation, excavation, construction and backfill of adjacent permanent earth support required for construction of proposed abutments. The monitoring procedures specified below are intended to confirm that the permanent earth support is performing in a satisfactory manner and to identify locations of excessive ground movement so that it can be controlled and corrected in a timely manner. Any corrective actions required by the Contractor will be at no additional cost to the Department or MBTA.

The Contractor shall monitor the vertical and horizontal/lateral movements of railroad track rails by installing survey deformation monitoring points (DMPs) consisting of a permanently affixed assembly. Alternatively, DMPs may consist of reflective electro-optical distance measuring (EDM) targets that are affixed to the rails with appropriate adhesive. DMPs shall be installed at no more than sixteen (16) foot spacing on the track rails and extend fifty (50) feet along the tracks beyond the limits of the permanent earth support at each end. Contractor shall coordinate responsibilities for installation and monitoring of DMPs on tracks with MBTA Track Engineers.

Procedure

1. Installation of monitoring points shall be coordinated with the MBTA. Survey of the monitoring points on the MBTA tracks shall be performed by the Contractor and signed off by MBTA Track Engineers.
2. Contractor shall submit the locations and identification numbers of all monitoring points prior to the start of the Work.
3. Contractor shall submit the records of measurements to the Engineer and MBTA within twenty-four (24) hours of measurement in tabular format allowing comparison of current data to previous data, including baseline, and showing a complete history of movement versus time.
- ③ 4. Monitor DMPs in accordance with MBTA Directorate requirements during installation of all support of excavation systems adjacent to the railroad tracks, or more frequently if movements are approaching the specified Response Values. The frequency of the readings may be adjusted (more or less frequent) in agreement with the MBTA and Engineer based on interpretation of the data and the type of activity occurring at the site. Additional monitoring points and increases in the survey frequency shall be considered incidental to the costs associated with this Item.
5. A minimum of two (2) sets of independent baseline readings of each DMP shall be taken and submitted to the Engineer prior to beginning installation of the braced steel sheeting. Survey both vertical and horizontal positions. Survey data shall be reported to an accuracy of 0.01 feet.
6. In cases where track maintenance activities are performed to correct movements, new baseline measurements shall be established and its relationship to the previous baseline documented.

③ Addendum No. 3, September 7, 2023

ITEM 114.1**DEMOLITION OF SUPERSTRUCTURE OF
BRIDGE NO. W-38-003 (2NV)****LUMP SUM**

The work under this Item shall conform to the relevant provisions of Subsection 112 and Subsection 960 of the Standard Specifications and the following:

The work under this Item includes furnishing all material, labor, equipment, and tools required to perform the removal and satisfactory disposal of the entire superstructure of the existing bridge as shown on the Plans or as required by the Engineer. Except as specified, all materials and debris shall become property of the Contractor, and shall be recycled, reused or disposed of in accordance with applicable local, state and federal requirements.

The demolition of the concrete and masonry substructure of the existing bridge is specified and paid for separately under Item No. 127.1 Reinforced Concrete Excavation.

The Contractor shall be responsible for providing a temporary protective shielding system to prevent any debris from falling onto the railroad as a result of their operation. The cost of providing, installing and removing the temporary protective shielding shall be paid for under Item No. 994.01 Temporary Protective Shielding for Bridge No. W-38-003.

The Department makes no assurances regarding the presented conditions, dimensions, and materials of the existing structure as shown on the Contract Drawings. The Contractor shall verify all the existing conditions and construction features of the bridges to be demolished, as necessary, for the proper planning and completion of the work. The Contractor shall base his/her bid on his/her own findings without any additional compensation for variances from the Plans or these Special Provisions regarding actual conditions for the items to be removed.

The following is a description of elements to be demolished:

Superstructure

Elements of the superstructure to be removed and disposed of under this item include but are not limited to:

1. Bridge railing and fence
2. Untreated timber decking, curbing and bituminous overlay
3. Untreated timber beams, bearing seats and diaphragms
4. Untreated timber pier bents and columns

③

For the elements listed above which are determined to be treated timber, the removal shall be included under this pay item, and the disposal of those treated timber superstructure elements shall meet the requirements of Item No. 184.1.

Demolition work for the existing bridge superstructure shall conform to the construction staging sequence outlined in the Construction Drawings. The Contractor shall schedule demolition operations subject to the compliance with the general construction phasing scheme and subject to approval of the Engineer. These activities shall be performed during non-revenue hours so there are no disruptions to the MBTA commuter rail services. Means and methods of performing the demolition work are the responsibility of the Contractor.

Addendum No. 3, September 7, 2023

ITEM 995.01 (Continued)

The cost of labor and materials for any Item not listed but required to complete the work shall be considered incidental to Item 995.01 and no further compensation will be allowed.

The schedule on the proposal form applies only to the Bridge Structure No. W-38-003. Payment for similar materials and construction at locations other than at this bridge structure shall not be included under this Item. Sub-Item numbering is presented for information only in coordination with MassDOT Standard Nomenclature.

BRIDGE STRUCTURE NO. W-38-003

<u>Sub-Item</u>	<u>Description</u>	<u>Qty.</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
482.31	SAWING AND SEALING JOINTS IN ASPHALT PAVEMENT AT BRIDGES	66	FT		
901.	4000 PSI, 1.5 IN., 565 CEMENT CONCRETE	1,114	CY		
904.	4000 PSI, ¾ IN., 610 CEMENT CONCRETE	15	CY		
904.3	5000 PSI, ¾ IN., 685 HP CEMENT CONCRETE	30	CY		
904.4	4000 PSI, ¾ IN., 585 HP CEMENT CONCRETE	86	CY		
910.1	STEEL REINFORCEMENT FOR STRUCTURES – EPOXY COATED	150,000	LB		
911.1	SHEAR CONNECTORS	1,800	EA		
922.2	LAMINATED ELASTOMERIC BEARING PAD W/O ANCHOR BOLTS (51-100)	14	EA		
960.1	STRUCTURAL STEEL – COATED STEEL	5,000	LB		
960.11	STRUCTURAL STEEL – UNCOATED	44,000	LB		
965.	MEMBRANE WATERPROOFING FOR BRIDGE DECKS	1,530	SF		
970.	DAMP-PROOFING	6,020	SF		
975.1	METAL BRIDGE RAILING (TYPE S3-TL4), STEEL (S3-TL4)	225	FT		
975.3	PROTECTIVE SCREEN TYPE I	143	FT		
TOTAL LUMP SUM FOR ITEM 995.01 =					

③ Addendum No. 3, September 7, 2023

ITEMS 996.01, 996.02, 996.03 & 996.04 (Continued)**SCHEDULE OF BASIS FOR PARTIAL PAYMENTS**

10 days after Notice to Proceed, the Contractor shall submit on his/her proposal form a schedule of unit prices for the major component Sub-Items that make up Item 996.01, 996.02, 996.03, and 996.04 as well as his/her total wall structure Lump Sum cost for the four (4) retaining walls. The wall structure Lump Sum breakdown quantities provided in the proposal form are estimated and not guaranteed. The total of all partial payments to the Contractor shall equal the Lump Sum contract price regardless of the accuracy of the quantities furnished by the Engineer for the individual wall components. The cost of labor and materials for any Item not listed but required to complete the work shall be considered incidental to Item 996.01, 996.02, 996.03, and 996.04 and no further compensation will be allowed.

The schedule on the proposal form applies on to the Southwest, Southeast, Northwest, and Northeast retaining walls. Payment for similar materials and construction at locations other than at this wall structure shall not be included under this item. Sub-item numbering is presented for information only in coordination with MassDOT Standard Nomenclature.

Item 996.01 Wall Structure, Southwest Retaining Wall

Sub-Item	Description	Quantity	Unit	Unit Price	Amount
901.	4000 PSI, 1.5 IN., 565 Cement Concrete	205	CY		
904.4	4000 PSI, ¾ IN., 585 HP Cement Concrete	20	CY		
904.31	Precast Highway Guardrail Transitions	1	EA		
910.1	Steel Reinforcement for Structures – Epoxy Coated	22,000	LB		
970.	Damp-proofing	1,740	SF		
975.1	Metal Bridge Railing (3 Rail), Steel (Type S3-TL4)	160	FT		

Total Cost of Item 996.01 = _____

③ Addendum No. 3, September 7, 2023

ITEMS 996.01, 996.02, 996.03 & 996.04 (Continued)**Item 996.02 Wall Structure, Southeast Retaining Wall**

Sub-Item	Description	Quantity	Unit	Unit Price	Amount
901.	4000 PSI, 1.5 IN., 565 Cement Concrete	178	CY		
904.4	4000 PSI, ¾ IN., 585 HP Cement Concrete	12	CY		
904.31	Precast Highway Guardrail Transitions	1	EA		
910.1	Steel Reinforcement for Structures – Epoxy Coated	22,000	LB		
970.	Damp-proofing	1,400	SF		
975.1	Metal Bridge Railing (3 Rail), Steel (Type S3-TL4)	100	FT		

Total Cost of Item 996.02 = _____

Item 996.03 Wall Structure, Northwest Retaining Wall

Sub-Item	Description	Quantity	Unit	Unit Price	Amount
901.	4000 PSI, 1.5 IN., 565 Cement Concrete	405	CY		
904.4	4000 PSI, ¾ IN., 585 HP Cement Concrete	25	CY		
904.31	Precast Highway Guardrail Transitions	1	EA		
910.1	Steel Reinforcement for Structures – Epoxy Coated	57,000	LB		
970.	Damp-proofing	3,220	SF		
975.1	Metal Bridge Railing (3 Rail), Steel (Type S3-TL4)	200	FT		

Total Cost of Item 996.03 = _____

③ Addendum No. 3, September 7, 2023

ITEMS 996.01, 996.02, 996.03 & 996.04 (Continued)**Item 996.04 Wall Structure, Northeast Retaining Wall**

Sub-Item	Description	Quantity	Unit	Unit Price	Amount
901.	4000 PSI, 1.5 IN., 565 Cement Concrete	315	CY		
904.31	Precast Highway Guardrail Transitions	1	EA		
904.4	4000 PSI, ¾ IN., 585 HP Cement Concrete	15	CY		
910.1	Steel Reinforcement for Structures – Epoxy Coated	44,000	LB		
970.	Damp-proofing	2,340	SF		
975.1	Metal Bridge Railing (3 Rail), Steel (Type S3-TL4)	130	FT		

Total Cost of Item 996.04 = _____

END OF DOCUMENT

THIS PAGE IS INTENTIONALLY LEFT BLANK